

Attendance of the February 18, 2004 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Balaker, Ted	Reason Foundation
Baldwin, Hon. Harry	City of San Gabriel
Bates, Hon. Ron	City of Los Alamitos
Calix, Robert	LACMTA
Cartwright, Kerry	Port of Long Beach
Cheng, Luke	LACMTA
Howard, Mark	California Highway Patrol
Hui, Linda	LACMTA
Lee, Francis	Caltrans District 7
Lopez, Ernest	SCAQMD
Moore, Adrian	Reason Foundation
Neely, Sharon	ACE Construction Authority
Pettis, Hon. Greg	City of Cathedral City
Rodriguez, Dilara	Caltrans

SCAG Staff

Griffin, Mark
Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, FEBRUARY 18, 2004**

1.0 CALL TO ORDER

Councilmember Harry Baldwin, City of San Gabriel, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

Approval Items

3.1.1 Approval of the January 21, 2004 Minutes

Action: Ms. Dilara Rodriguez, Caltrans, asked that the January minutes be revised to note recognition of Alan Havens' contributions to the GMAC and to SCAG.

Motion to approve the minutes was seconded and approved with the above revision.

4.0 INFORMATION ITEMS

4.1 Report on proposed goods movement components appearing in TEA LU, Bush Administration SAFETEA, and the Senate SAFETEA bills

Mr. Mark Griffin, SCAG, presented this item. At the last GMAC, staff presented to the committee a matrix of the goods movement components in the three reauthorization bills currently under consideration. Since the last GMAC, the U.S. House of Representatives passed a four month extension, and the Senate approved their version of SAFETEA.

Mr. Kerry Cartwright, Port of Long Beach, asked for a status report on the Southern California Consensus Program document. Mr. Griffin responded that this document was presented to the TCC at their February meeting. An update will be presented to the GMAC at the next meeting.

Ms. Sharon Neely believes that the GMAC needs to take an action to support TEA-LU because of its benefits to freight and to emphasize the importance of additional funding for freight. Mr. Cartwright suggested that the committee take an action to support the goods movement elements contained in TEA-LU without mentioning sources of funding. Mr. Griffin noted that any GMAC action would be forwarded first to the TCC and then to RC for final approval.

Ms. Neely made a motion to forward a recommendation to TCC to draft a letter to Chairman Young in support of the goods movement elements contained in TEA-LU. This motion will be brought to the April TCC meeting. The motion was seconded and approved with no objections.

4.2 Report on Longer Combination Vehicles

Mr. Adrian Moore, Reason Foundation, presented this item. He pointed out that Longer Combination Vehicles (LCVs) can haul more than twice as much freight as conventional 18-wheelers. Since truck shipping is \$610 billion/year business, a 10% savings is equal to a savings of \$61 billion.

LCVs operating in mountain states and turnpikes have fatality and accident rates similar to regular tractors/semitrailers per mile and are actually better on a ton-mile basis. However, it must be noted that these trucks are traveling on mostly rural roads. Therefore, LCVs operating in urban environments can present significant safety challenges that they do not currently encounter.

Truck safety can be improved by separating automobiles and trucks wherever possible, producing more stable and better handling trucks, allowing more efficient combinations that improve productivity and revenue for safety improvements, and helping truck drivers become safer and more productive through high technology.

The Reason Foundation believes that a system of toll truckways would be the only realistic way to break through the safety barrier to higher trucking productivity. The toll truckways would be heavy-duty lanes designed for LCVs and built in existing right of way on long-distance Interstate routes. The lanes would be open (voluntarily) to all trucks and be mandatory for LCVs in non-LCV states. Finally, the truckways would be self-funding from tolls, charged electronically.

Using routes suggested by trucking industry, the Reason Foundation has performed cost and revenue analysis, simulations, and estimations to identify prospect corridors for toll truckways. One such corridor would be I-15 in California, which would link the major intermodal logistics center in

Barstow to the existing LCV operations of the High Plains and the Rocky Mountains. An urban-area toll truckway extending from the ports of Long Beach and Los Angeles up I-15 as far as Barstow would complete the corridor.

The Reason Foundation also believes that a system of toll truckways and LCVs will result in significant reductions in shipping costs, increased highway safety as a result of separating trucks from automobiles, reduced highway emissions, and increased highway capacity. Furthermore, the toll truckways would be self-funded. To implement this concept, however, will require policy changes. These changes include: Provision of right of way in Interstate/National Network corridors, liberalized size & weight limits on Toll Truckway lanes, and the removal of the ban on Interstate tolling for Toll Truckway lanes.

4.3 Report on the West Coast Corridor Coalition Resolution

Mr. Glen Pascal, West Coast Corridor Coalition, presented this item. The rationale for forming a West Coast Corridor Coalition is both political and policy related. Political, because Oregon and Washington have well placed political representatives, while California has a large number of delegates. Combined, these delegates can form an influential political coalition. Second, the ultimate goal of this effort is to identify projects of corridor level significance, primarily focused on goods movement, in the West Coast Corridor to present to the federal government in Washington. Projects of corridor level significance would include the Alameda Corridor and the I-95 Corridor on the east coast.

Currently, the west coast ports, including those in the Seattle, Oakland, and Los Angeles regions handle a disproportionate level of impacts from goods movement. Furthermore, the costs and impacts are borne at the local and regional level, yet the benefits are national. Despite this, no dedicated federal funding currently exists to account for these disproportionate impacts.

In response, the Coalition has drafted a resolution that it would like for SCAG to support, and that other MPOs have already supported. This resolution describes the current goods movement system and the need for system improvements. Mr. Pascal would like for the GMAC to consider forwarding the resolution of the West Coast Corridor Coalition to the TCC. The consensus of the committee is to review the resolution and discuss it at the next GMAC meeting.

5.0 COMMENT PERIOD

There were no comments.

6.0 NEXT MEETING

The next regular GMAC meeting will be:
Wednesday, February 18, 2004
9:30am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 ADJOURNMENT

The meeting was adjourned at 11:00am.